

THE
HONGKONG
WEEKLY.
ILLUSTRATED.

The China Mail.

ESTABLISHED 1845

GRAND PRIZE PARIS 1889
The Highest Quality Award
Joseph
Gillott's
PENS
Of Highest Quality, & Having Unrivalled
Durability, and Enduring
UTILITY.
The only Award Chicago, 1893.

No. 13,828

號三月八年七零百九千一英

HONGKONG, SATURDAY, AUGUST 3, 1907.

號五廿月六年未丁

PRICE, \$3.00 Per Month.

Intimations.

THORNE'S OLD VAT



This VAT was started by the late ROBERT THORNE of Greenock and has been sold as No. 4 since 1831.

SCOTCH WHISKY.

PER DOZEN\$14.

SOLE AGENTS IN HONGKONG, CHINA AND MANILA.

A. S. WATSON & Co., Ltd.

Hongkong, May 1, 1907. 793

TAI KWONG CO.,

109, Des Voeux Road Central.

GASOLINE LAMPS

WELSH MANTLES.

Hongkong, June 14, 1907. 1017

BANK HOLIDAY.

IN accordance with Ordinance No. 6 of 1875 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business on MONDAY, the 5th August, 1907.

Hongkong, July 31, 1907. 1251

FIRE INSURANCE ASSOCIATION OF HONGKONG.

NOTICE IS HEREBY GIVEN THAT FIRE INSURANCE OFFICES will be CLOSED for the Transaction of Public Business on MONDAY, the 5th August, 1907.

By Order, A. R. LOWE, Secretary.

Hongkong, August 1, 1907. 1256

A. S. WATSON & CO., LIMITED.

NOTICE.

ON MONDAY, 5th August, all Departments will be open for business from 10 A.M. to 1 P.M. only.

A. S. WATSON & Co., Ltd.

Hongkong, August 2, 1907. 1263

HONGKONG & SHANGHAI BANKING CORPORATION.

NEW ISSUE OF SHARES.

PROVISIONAL CERTIFICATES are now ready, and Shareholders can obtain same on application in exchange for the receipts for the First Call.

J. R. M. SMITH, Chief Manager.

Hongkong, August 1, 1907. 1255

NOTICE.

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHAREHOLDERS are reminded that INTEREST at the rate of 12% per annum, is payable on overdue calls.

SHEWAN, TOMES & CO., General Managers.

Hongkong, August 1, 1907. 1255

NOTICE.

BILLS for all Monies Due by me should be presented to me on or before the 15th SEPTEMBER, 1907. All outstanding accounts due to me, if not settled on or before the 15th SEPTEMBER, 1907, will be passed into the hands of my Solicitors.

J. W. OSBORNE.

Hongkong, July 15, 1907. 1154

NOTICE.

MR A. E. PARKER, having returned to the Colony, has RESUMED CONTROL of our Interests in Hongkong and South China from this date.

SINGER SEWING MACHINE CO.

Hongkong, July 22, 1907. 1180

NOTICE.

IT IS HEREBY NOTIFIED to the Public that a SHARE CERTIFICATE for 5 Shares Reg. No. 3148 to 3152 of THE TUNG SHING FIRE INSURANCE CO., Ltd., owned by the Undermentioned, has been LOST and that a New Certificate has been applied for and issued. The missing one will therefore be null and void, on and after this date.

HO POON SHEK.

Hongkong, July 30, 1907. 1239

HONGKONG VOLUNTEER CORPS.

IT is proposed to form an INFANTRY COMPANY with a detachment of Cyclists. All who are desirous of joining are requested to apply personally at VOLUNTEER HEADQUARTERS, morning or afternoon.

A. J. THOMPSON, Captain, Staff Officer, H.K.V.C.

Hongkong, July 26, 1907. 1217

S. GREENFIELD

HARRIS KEENEY CO.,

MANUFACTURERS OF HIGH GRADE RACKS AND LINEN FINE FURNITURE.

2 PEDDER STREET, opposite Main Entrance to Hongkong Hotel.

A 10 per cent discount will be allowed to all local residents.

Hongkong, July 31, 1907. 1212

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS: KOWLOON BAY. OFFICES & STORES: No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,333 tons, Captain H. D. Jones.
s.s. POWAN, 2,333 tons, Captain W. A. Valentis.
s.s. FATSHAN, 2,333 tons, Captain C. Lloyd.
s.s. KINSHAN, 1,996 tons, Captain B. Branch.
s.s. BEUNGSHAN, 1,996 tons, Captain R. D. Thomas.

Departures from Hongkong to Canton daily at 8 a.m. (Sunday Excepted), 10 p.m. (Saturday Excepted).

Departures from Canton to Hongkong daily at 8 a.m. and 5 p.m. (Sunday excepted).

The S.S. POWAN will leave Hongkong every Monday, Wednesday and Friday, at 9 p.m. from Queen Street Wharf West, returning from Canton every Tuesday, Thursday and Saturday, at 5 p.m.

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

Hongkong-Macao Line.

s.s. SULAN, 1,651 tons, Captain E. H. Grainger.
s.s. SULTAI, 1,651 tons, Captain G. F. Morrison.

Departures from Hongkong to Macao on week days at 8 a.m. from Douglas Wharf and at 2 p.m. from the Company's Wharf On Sundays Special Cheap Excursions, leaving Hongkong at 9 a.m. from Douglas Wharf and from Macao at 5 p.m.

The Company also run a steamer from Macao on Sunday morning at 7.30 a.m. and from Hongkong at 1 p.m. from the Company's Wharf.

Departures from Macao to Hongkong on week days at 7.30 a.m. and 2 p.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 7.30 a.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SALNAM, 688 tons, Captain J. Wilcox.
s.s. NANNING, 589 tons, Captain A. McKinnon.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m. and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about two days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSON, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.

Agents, CHINA NAVIGATION CO., LTD.

WANTED.

A JUNIOR CLERK (European) for a Shipping Office; must be a good writer. State age and salary required to MARINE.

Care of 'CHINA MAIL' Office.

Hongkong, August 1, 1907. 1258

OREGON PINE LUMBER.

DODWELL & COMPANY, LIMITED have always in Stock a Supply of the above in all sizes. Prices may be obtained on application.

Hongkong, July 25, 1907. 1263

PATELL & CO.,

SHAMEN CANTON.

GENERAL STOREKEEPERS,

WHOLESALE and RETAIL

DEALERS IN

WINES and SPIRITS.

Export & Import Merchants,

AND

Commission Agents.

NOTICE TO MARINERS.

No. 304 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

ENTRANCE TO THE WHANGPU RIVER.

ESTABLISHMENT OF WOSUNG SEWAGE LIGHTED BUOY.

NOTICE IS HEREBY GIVEN that the Wosung Spit unlighted buoy will be discontinued on or about the 15th August, and that a Gas-Lighted Buoy, surmounted by a conical superstructure, painted in Red and Black vertical stripes and showing an Occulting Red Light every 8 seconds, thus: 4 seconds light 4 seconds light 4 seconds light 4 seconds light will be moored 1 cable S. 27° E. from the present position of the unlighted buoy.

The Gas-buoy will mark the spit as well as the end of the jetty under course of construction by the Whangpu Conservancy. The Light-buoy now marking the jetty (see Harbour Notification No. 12 of 1906) will be discontinued.

T. J. ELDRIDGE, Acting Coast Inspector.

Coast Inspector's Office, Shanghai, July 27, 1907. 1264

THE HONGKONG ROPE MANUFACTURING CO., LTD.

A N INTERIM DIVIDEND of 80 Cents per Share for the six months ending 30th June, 1907, will be payable on the 17th August, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 14th to the 17th August, both days inclusive.

SHEWAN, TOMES & CO., General Managers.

Hongkong, August 2, 1907. 1265

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED (SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON).

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.

BEWARE OF IMITATIONS. SOLE MANUFACTURERS:

BELL'S ASBESTOS CO., LTD., LONDON.

LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND

OFFICE:—6, DES VOEUX ROAD.

LANE, CRAWFORD & CO. LADIES' DEPARTMENT.

NEWEST STYLES IN

DUST COATS & CLOAKS

in ALPACCA, SILK, etc.

SUMMER COSTUMES

in LINEN, MUSLIN, etc.

BLACK AND BROWN SHOES

FROM \$6.00 TO \$10.50 PER PAIR.

PLAIN AND FANCY HOSE

in SILK, LISLE and CASHMERE.

LANE, CRAWFORD & Co.

Hongkong, July 22, 1907. 1240

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS and NO EXTRAS.

A. F. DAVIES, Manager.

1197

KELLY & WALSH, LTD.

JUST PUBLISHED.

CANTON MADE EASY, Part 2, Third Edition, Revised and Enlarged, by J. DYER BALL, \$3.00.

RHYTHMS AND RHYMES IN CHINESE CLIMES: A Lecture on Chinese Poetry and Poets, and translations of Chinese Poems, by J. DYER BALL, 1.00.

The Tangled Skein, by Baroness Orczy, 1.50.

The Journal of Arthur Stirling, by Upton Sinclair, 1.50.

2885 Mayfair, by Frank Richardson, 1.50.

New Chronicles of Rebecca, by Kate Douglas Wiggin, 1.50.

The Queen of a Day, by J. S. Fletcher, 1.50.

The Burning Torch, by E. F. Montrose, 1.50.

The Four Philanthropists, by the Author of 'Lady Nettle', 1.50.

The Flamingo, by O. E. Lawrence, 1.50.

Emancipation, by Arthur Bookett, 1.50.

Needles and Pins, by Justin Huntly McCarthy, 1.50.

Where Love Leads, by Charles Garvice, 1.50.

A Mirror of Shalott, by Robert Hugh Benson, 1.50.

Full Length Portrait of Ego, by Douglas Brewer, 1.50.

The Red Ruth, by L. T. Meade, 1.50.

Colonel Dameron, by Percy White, 1.50.

The Clash of Empires, by Rowland Trollope, 2.00.

The Unveiled East, by F. A. MacKenzie, 2.25.

Letters from the Far East, by Sir Charles Elliot, 6.00.

The Industrial Republic, by Upton Sinclair, 4.00.

Life of Admiral Togo, by Seppings Wright, .70.

The Winning Post Summer Annual, 1.70.

A Woman's Soul, by Guy de Maupassant, Translated by H. Blanchamp, 1.10.

Health in the Home Life, by Honor Morten, 1.75.

Report by Mr. W. J. Garnett on a Journey through the Provinces of Shantung and Kiangsu, with two Maps, 40.

35 CENTS EACH, OR THREE FOR \$1.00.

Mason's The Four Feathers.

Fowler's A Corner of the West.

Stockton's The Hundred Men.

Go Farley's The Dragon Volant.

Crawford's A Roman Singer.

Anthony Hope's Double Harness.

Meade's Home of Sweet Content.

Q's The White Wolf.

Pemberton's Pro Patria.

Gaboriau's The Lerouge Case.

Marryat's In the Name of Liberty.

6.00

A LING & CO.,

10, QUEEN'S ROAD CENTRAL (Next to Messrs Kuhn & Komon).

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing and Printing Undertaken.

Hongkong, August 1, 1907. 1259

THE CARLTON HOUSE HOTELS.

Nos. 8 & 10, Ice House Street.

REDUCED SUMMER RATES.

For Daily and Permanent Boarders.

AIRY ROOMS, CUISINE A SPECIALTY.

COMFORTS OF RESIDENTS STUDIED.

FOR RATES, APPLY TO THE MANAGER.

1259

Dentistry.

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

Electrical and Latest Improved Appliances.

61, QUEEN'S ROAD CENTRAL.

1579

CHIEF CHEE WING & CO.

27, 28 and 29, LEE YUEN STREET (WEST), HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL, IRON WARE, &c.

STEEL GIRDERS AND TEES,

CORRUGATED IRON, RIG IRON, &c.

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1253

EAST PRAYA RECLAMATION SOCIETY.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOU-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

Copies may be had at 'CHINA MAIL' Office

8, Queen's Road Central.

Price 60 Cents each.

1253

Business Notices.

A WORLD-WIDE REPUTATION for over THREE-QUARTERS of a CENTURY.

WILKINSON'S

(Established since 1825)

ESSENCE OF FLUID EXTRACT OF RED JAMAICA

"We cannot speak too highly of it."

Pronounced by the HIGHEST MEDICAL AUTHORITIES

most WONDERFUL PURIFIER of the HUMAN BLOOD

most Torpid Liver, Debility, ERUPTIONS, &c.

WILKINSON'S INDISPENSABLE TO

SARSAPARILLA ALL WHO VALUE HEALTH

BEWARE OF IMITATIONS AND SUBSTITUTES.

HONGKONG: DAKIN, CHURCHMAN & Co., A. S. WATSON & Co., &c.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.70 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

1265

FAIRALL & CO.

DRESSMAKERS, MILLINERS

Intimations.

LEA and
PERRINS'
SAUCE

Assists digestion and gives
a delightful piquancy and
flavour to all

MEAT DISHES, SOUPS, FISH, CHEESE,
CURRIES, GAME, POULTRY & SALADS.

The
Original & Genuine
Worcestershire.



G. FALCONER & Co.,

WATCH-MAKERS AND JEWELLERS.
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE,
HIGH-CLASS GOLD AND SILVER WATCHES.

LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, ETC.
G. FALCONER & Co. ARE AGENTS FOR ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

Holloway's
PILLS & OINTMENT

Should be in every Home.

The Pills CURE INDIGESTION,
BILIOUSNESS, HEADACHE,
CONSTIPATION,
FLATULENCE, DIZZINESS, &c.

The Ointment CURES SPRAINS, WOUNDS,
SORES, SKIN ERUPTIONS,
AND COMPLAINTS OF
THE CHEST AND THROAT.

RECOMMENDED AND
USED BY ALL GOOD NURSES.

Manufactured only at 78, New Oxford Street (late 533, Oxford Street, London).

ROWLAND'S
MACASSAR OIL
FOR THE HAIR

UNSURPASSED. UNEQUALLED.
Use it for your own and your children's hair and you will find it Pre-
serves, Enriches and Restores it more effectively than
any other oil. Golden Colour for fair or grey hair.
Bottles, 3/6, 7/-, 10/- Sold by Stores, Chemists, Hairdressers and
ROWLAND'S 67, HATTON GARDEN, LONDON.

The only Medicine of the kind awarded a Certificate at the Calcutta Exhibition, 1884-5, open to all.

REGISTERED. DR. LALOR'S
PHOSPHODYNE

THE LARGEST SALE OF ANY PHOSPHORIC MEDICINE IN THE WORLD.

For forty years has maintained its
reputation as the best and
most reliable Phosphoric Cure for
Weakness, Nervousness, Palpitation,
Headache, Dizziness, Stomach
Disorders, Rheumatism, Gout,
Sciatica, Paralysis, Dropsy,
Nephritis, Hemorrhages, Premature
Loss of Vital Power, General Debility,
all kinds of Disorders, and all Functional
and Nervous Conditions of the System, caused
by a deficiency of the Vital Forces.

The effect of this Standard Phosphoric
Remedy is Nervous Debility and its kindred
Dyspepsia is immediate and permanent, all
the miserable feelings and distressing
symptoms disappearing with a rapidity
which is really marvellous.

Caution for Self-Treatment of the above
diseases with each Bottle.



HEALTH, STRENGTH & ENERGY.

Sold in Bottles at 4s. 6d. and 11s. each, by all Chemists throughout the World.
MANUFACTURED ONLY AT DR. LALOR'S PHOSPHODYNE LABORATORY,
HAMPSTEAD, LONDON, ENGLAND.

Agents: A. S. WATSON & Co., Ltd.

Intimations.

M. MUMEYA,
JAPANESE ARTIST AND PHOTOGRAPHER.
ENLARGEMENTS ON BROMIDE PAPER
AND FINISHED IN CRAYON.
ALL KINDS OF WORK DONE FOR AMATEURS.
VERY FINE PANORAMIO VIEWS OF HONGKONG.
8A, QUEEN'S ROAD CENTRAL.

TYPEWRITERS! TYPEWRITERS!!
Typewriters repaired, cleaned,
overhauled, and broken parts
duplicated under expert
supervision.

Old Machines Renovated. Terms Very Moderate.

SATISFACTION GUARANTEED.

BICYCLES

FOR SALE, REPAIR, EXCHANGE AND HIRE.

THE DRAGON CYCLE CO.,

11, D'Aguiar Street.

Hongkong, February 16, 1907.

THE OLIVER TYPEWRITER.

VISIBILITY.

SIMPLICITY.

DURABILITY.

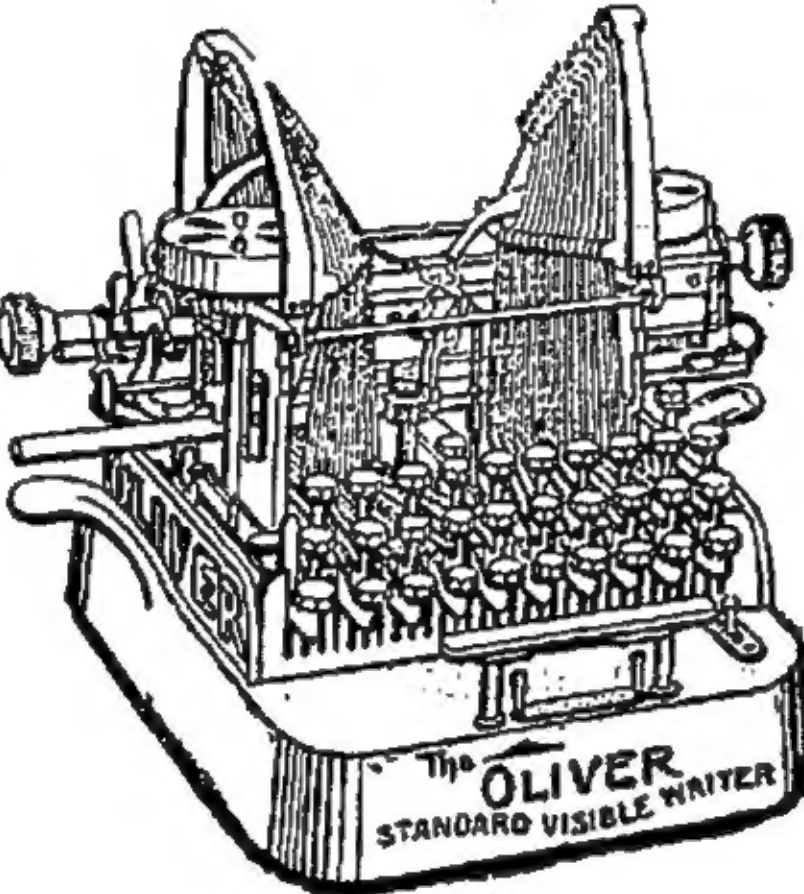
Unrivalled for Duplicating.

Writing in Sight.

Universal Keyboard.

TYPEWRITER RIBBONS

and supplies for ALL Ma-
chines kept in Stock.



1, PRINCE'S BUILDINGS.

Hongkong, July 10, 1907.

THERE IS NO DOUBT
THAT

where Eno's 'Fruit Salt' has been taken in the earliest stages
of a disease it has in innumerable instances prevented a serious
illness. The effect of

ENO'S 'FRUIT SALT'

upon any disordered, sleepless, or feverish condition is simply
marvellous and unsurpassed. In fact it

IS
NATURE'S OWN REMEDY

CAUTION—Examine the Capsule and see that it is marked ENO'S 'FRUIT SALT';
otherwise you have the standard form of Eno's 'Fruit Salt'.

Prepared only by J. C. ENO, Ltd., 'FRUIT SALT' WORKS, LONDON, S.W.

Sole, by J. C. ENO'S Patent.

Sold by Chemists and Stores everywhere.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Nausea, Eructations, Bilious Affections.

The Physician's
Cure for Gout,
Rheumatic Gout
and Gravel.

Safe and most
Effective Remedy
for
Regular Use.

DINNEFORD'S
MAGNESIA

USE ONLY & USE ALWAYS

ATKINSON'S MOST
REFRESHING.

A LUXURIOUS PERFUME

IN HEALTH.

Far Superior
to the
German Kinds.

A NECESSARY
RESTORATIVE
IN SICKNESS.

EAU DE COLOGNE

**Oakey's WELLINGTON
KNIFE POLISH**
BEST FOR CLEANING AND POLISHING
CUTLERY—3/6, 6/6, 1/2, 2/6
Oakey's KNIFE BOARDS
PREVENT FRICTION IN CLEANING
& INJURY TO THE KNIVES
JOHN Oakey & Sons
BLACK LEAD MILLS, LONDON
JOHN Oakey & Sons Limited, "Wellington Mills London."

THE P. AND O. MAIL
CONTRACT.

And the "All Red" Route.

To expect absolute accuracy in the

average newspaper report on mercantile

marine affairs, especially in so technical a

subject as steamship speed, would be

equivalent to expecting to fetch a given

port with a compass that, unknown to the

mariner, was hopelessly wrong in deviation.

Probably that is why some contemporaries

have recently published half-true or worse

statements about the Peninsular and

Oriental Company's new contract to carry

mails to India, China, and Australia. This

is a part of our overseas postage that has

been principally in the company's hands

during the past sixty years or more. Thus

if any firm of shipowners knew best how

to carry ocean-borne mails to the east, it

should be the P. and O.

As to the new contract, which begins on

the 1st of next February, and continues for

seven years from that date, for £25,000

less a year than formerly, the company will

decrease the outward passage by thirty-six

hours and the homeward run by just a

nautical day. This increase in speed has

been characterised by one of the morning

dailies as "very small." Another compared

the savings with what would be made on

the Atlantic if the proposed "all red

route" should become a fact. Complaints

have been made that the P. and O. are not

forced by the terms of the subsidy to run

twenty-knot boats, instead of their sixteen

to seventeen-knotters. It has also been

put forward that the Far Eastern and

southern routes are better suited for in-
creased speed than the Atlantic is, where

the increase during the past decade has
been about six knots an hour. To answer

these matters from the bottom upwards:

It is the short passage that has the

advantage over the longer one in

scope for acceleration, simply because

every knot per hour put on over fifteen or

sixteen means, proportionately, a much

larger increase in the cost of propulsion,

efficiency of engines, and resistance of

reverboration. Whilst the Suez Canal

remains in its present condition and

continues to be the route to the Far East,

it is next to impossible to run even

eighteen-knot boats. What is more, the

great increase in speed across the Western

Ocean has been only on its northern part.

No steamer running through the tropics

has put on more than half that acceleration

in the same number of years. So far from

a decrease of from twenty-four to thirty-six

hours being a small matter on such a long

run; without holding any brief for the P.

and O., it means a big increase both in the

capital cost of vessels and in running

them. It must also be remembered that

all acceleration in speed means diminished

earning powers, owing to the fuel lines

needed in the craft, and to the greater

amount of coal that has to be carried to

gain that increase. If speed and frequency

of service are required, whether for mail-

carrying or any other purpose abroad, the

increase in excess of what ordinary

trade conditions warrant must be paid for

by subsidy of some sort. And it is quite

obvious that no shipowner will build vessels

for such a service, unless he first obtains a

certain fixity of tenure. He cannot be

expected to run the risk of having such

costly experiments thrown on his hands at

the end of a short contract, with no pro-

bable employment available for them. For

this reason seven years is a short term for

a mail contract, with such an acceleration

of speed on a long passage. It is so short

that any company new to that business

would not be content without a much

longer term. Besides, as to the comparison

of speed on the Atlantic and on the eastern

routes, in addition to the physical, the com-

mercial conditions are entirely different.

If the public wants artificially fast ser-

vices, over and above what the usual trade

considerations require, then the nation must

be prepared to pay the marginal account.

The shipowner does not like such artificiality

in his trade, because it means running his

business on an artificial basis. It means

the difference between garden and lighthouse

growing, or that which exists between Free

Trade and Protection. As an illustration

of what high speed means, Sir William

Lyne told the recent Colonial Conference,

apropos of the "all red route" (which, by

the way, is the only concrete outcome of the

Conference), that an increase of three knots

on fifteen per hour meant actually doubling

the coal consumption. Experts in marine

engineering and shipbuilding say that this

statement is perfectly accurate, and that it

means a comparatively great cost in the

craft themselves—the governing rule being

that the coal consumption increases at the

same rate as the cube of the speed.

With reference more directly to the "all

red route," it could not alternate properly

with the P. and O. service by the Suez

Canal. The two services would be mutually

destructive. The distance by the former

(Continued on Page 3.)

Intimations.

MITSU BISHI GOSHI KWAISHA

(MITSU BISHI CO.)

COAL DEPARTMENT

MARUNO-UCHI, TOKIO.

CABLE ADDRESS: "IWASAKI."

Which applies to all Branch Offices.

At A B C 5th Edition, Western Union

Codes used.

All Letters Addressed to—

MANAGER, MITSU BISHI CO.,

with name of place and—

BRANCH OFFICES:—

NAGASAKI, MOI, KOBE, KANSAI,

SHANGHAI, HONGKONG AND HANKOW.

AGENCIES:—

YOKOHAMA: M. ASADA, Esq.

SHANGHAI: Messrs. GOSHI & Co.

MANILA: Messrs. MACDONALD & Co.

SOLE PROPRIETORS of Teikoku

Coal, Shikoku, Nippon and Kani

Yamada Collieries and also Hojo Colliery,

which will shortly be ready to produce on a

large scale the best Buzen Coal.

The Head and Branch Offices and the

Agencies of the Company will receive any

order for Coals produced from the above

Collieries.

T. MATSUKI, Manager, Hongkong,

No. 2, PRINCE STREET.

Hongkong, April 25, 1906.

816

A newly

Keating's

WORM

TABLETS.

Proprietor, THOMAS KEATING, London.

HONGKONG AND SHANGHAI BANK

CORPORATION.

NOTICE IS HEREBY GIVEN THAT THE

ORDINARY HALF-YEARLY

MEETING OF THE SHAREHOLDERS IN

this Corporation will be held at the CITY

HALL, Hongkong, on SATURDAY, the

17th day of August, 1907, at Noon, for

the purpose of receiving the Report of the

Court of Directors together with a State-

ment of Accounts to 30th June, 1907.

By Order of the Court of Directors,

J. R. M. SMITH,

Chief Manager.

Hongkong, July 31, 1907.

1250

HONGKONG AND SHANGHAI BANK

CORPORATION.

NOTICE IS HEREBY GIVEN THAT THE

REGISTER OF SHARES OF THE

Corporation will be CLOSED ON TUES-

LANE, CRAWFORD & CO.

GROCERY AND
PROVISIONS.

JUST ARRIVED

CARRS'

BISCUITS

NEW Dainties

APRICOTINES
65 cents per Tin

ICE WAFERS
65 cents per Tin

CUMBERLAND CAKES
75 cents each

FINGER CREAMS
70 cents per Tin

CAMEO SHORTBREAD
85 cents per Tin

Lane, Crawford & Co.
Hongkong, July 31, 1907

POWELL'S

ARE NOW SHOWING

The
Largest
and Most

Up-to-date

SELECTION OF

Furnishing.

Fabrics

IN THE EAST.

AGENTS:
LONDON:—F. A. G. & Co., 11 & 12, Clement's Lane, Lombard Street, E.C. 3. OLIVER, 80 & 82, Fleet Street, E.C. 4. G. STREET & Co., Ltd., 80, Cornhill. GORDON & GORDON, 15 & 16, Bridge Street, E.C. 4. BATES, HENDY & Co., 61, Cannon Street, E.C. 4. WILKS, Ltd., 151, Cannon Street, E.C. 4. ROBERT WATSON, 150, Fleet Street, E.C. 4. MITCHELL & Co., Snow Hill, Holborn Viaduct, E.C. 4. D. J. KENNEDY & Co., 3, Whitefriars Street, E.C. 4. MATTHEW & O'BRYEN, Ltd., 10, 11, 12, New Bridge Street, E.C. 4. MITCHELL & Co., 22, Glasshouse Yard, E.C. 4.
PARIS AND EUROPE: MAYNARD, 18, Rue de la Grange, Batignolles, Paris. The Rev. Dr. HARRIS, 18, Rue de Valenciennes, Paris.
AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GORDON, Melbourne and Sydney.
CEYLON:—W. M. SMITH & Co., 22, Cross Street, Colombo.
SINGAPORE, STRAITS, &—KNEELAND & WATSON, Ltd., Singapore.
PHILIPPINE ISLANDS:—A. S. WATSON & Co., Manila.
CHINA:—Gordon, Payson & Co., Amoy. TAN AMOY BROS., Poonah, BROCKLEY & Co., Shanghai. KELLY & WATSON, Ltd., Yokohama, Kaiti & WATSON, Ltd., Hongkong.
THE CHINA MAIL, LTD., 8, Queen's Road Central.

S. MOUTRIE & Co., LIMITED.

THE NEW MODEL
AERIOLA
PIANO
PLAYER

THE LATEST CREATION
OF THE
ORCHESTRELLER CO.

This perfect Model of Mechanical Genius can be heard at our Show Rooms daily.

Price \$425

FOR HIRE OR PURCHASE.

The latest Comic Opera's, Piano Solo Pieces, and Songs always in stock.

Tuning and Repairing a Speciality.

S. MOUTRIE & Co., Ltd.
YORK BUILDINGS, CHATER ROAD,
Hongkong, April 16, 1907.



A. S. WATSON
& Co., Ltd.

AERATED-

WATER

MANUFACTURERS.

ESTABLISHED A.D. 1841.

Our Aerated Waters hold the premier position for excellence in the Far East. Made with the greatest care and with the finest materials, they supply a pleasing variety for all palates.

Our Soda Water is the most wholesome daily beverage that can be taken.

Our Lemonade, Orange Champagne, Raspberryade, Lemon Squash, etc., possess the true flavour of the finest Fresh Fruits and are perfectly pure and wholesome.

We would draw special attention to our Lime Fruit Champagne, which has the pleasant characteristics of the finest Lime Fruit.

Our Dry Ginger Ale is a beverage of delightful flavour and aroma.

Our Sarsaparilla is not only a delicious drink but a blood purifier as well.

Our Stone Ginger Beer since its introduction, has been steadily growing in popular favour.

We confidently state that no Aerated Water Factory in the World is more replete with up-to-date appliances, thus assuring the highest degree of purity and freedom from any form of contamination.

A. S. WATSON & CO.,
LIMITED,
Hongkong, China & Manila,
Hongkong, July 27, 1907.

MEMOS FOR MONDAY.

Amusement.
9 p.m.—Performance at City Hall.
Miscellaneous.

Exchange Banks Close.
Insurance Offices Close.
Transfer Books of Hongkong & Whampoa Dock Co., Ltd., close from this date to 19th Aug., inclusive.
Goods per Prinz-Regent last sold undelivered after this date subject to rent.
Goods per Lusitany undelivered after 4 p.m. on this date will be landed.

General Memoranda.

TUESDAY, August 6:—
11 a.m.—Auction of Unclaimed and Confiscated Goods, &c., at Central Police Station's Compound.
Register of Shares of the Hongkong and Shanghai Banking Corporation close from this date to 17th August, inclusive.

WEDNESDAY, August 7:—
3 p.m.—Meeting of Hongkong Steam Waterboat Co., Ltd., at Messrs Dodwell & Co.'s Office.

THURSDAY, August 8:—
Goods per Nympha not cleared at 4 p.m. on this date subject to rent.

FRIDAY, August 9:—
2.30 p.m.—Auction of Valuable Furniture, &c., at Hotel Baltimore, Wyndham St.

MONDAY, August 12:—
2.15 p.m.—Meeting of His Majesty's Justices of Peace at the Magistracy.

THURSDAY, August 15:—
11 a.m.—Auction of One Marine Triple Expansion Engine, &c., at No. 1, Reclamation Street, Yau-mai.

SATURDAY, August 17:—
Noon.—Meeting of The Hongkong and Shanghai Banking Corporation, at the City Hall.

MONDAY, August 19:—
Noon.—Meeting of Hongkong & Whampoa Dock Co., Ltd., at Co.'s Office.
2 p.m.—Auction of Leasehold Property of Mr Geo. F. Lammer's Sales Room.

The China Mail

HONGKONG, SATURDAY, AUGUST 3, 1907.

THE SHIPPING INDUSTRY.

We have received a copy of the excellent pamphlet issued by Messrs H. E. Moss and Co., of Liverpool, London and Newcastle on Tyne. It is dated July 1 and states that during the past six months the anticipated general improvement in steam shipping has not been realised. During the earlier months of the year there was an all round increase on the net profits of the working of most cargo steamers as compared with the previous years. At the date of writing, however, the prospects for tramp steamers, except from the East, had not improved while working expenses had increased greatly. On the other hand the large British and Continental passenger and cargo lines, notably those engaged in the Atlantic and Pacific trades, had their resources taxed to the utmost as a result of their ever increasing business. One reason for the delay in the improvement in the working of cargo steamers was the increase in freerboard granted by the British Government. This added no less than one million tons of shipping to the registry and this, in conjunction with heavy ship-building during last year, increased the supply of shipping so enormously that the demand was overtaken. Another factor which has operated against the shipping companies was the great increase in working expenses caused chiefly by an increase of 25 per cent. in the cost of coal. Messrs Moss and Co. urge that while other industries are enjoying prosperous conditions only the shipowners are denied reasonable profits. The firm thinks that the time has come when higher freights should be charged and more favourable conditions of charter secured. "Why," the circular asks, "should shipowners, controlling many millions of capital, long quietly submit to work for so little benefit, while trade continues to increase as it is now doing, and merchants and others thrive for years at their expense?" These are strong words and in the absence of special knowledge we do not feel justified in either supporting or controverting them. But it seems to us probable that a condition of things such as is outlined by Messrs. Moss and Co. would be likely to adjust itself as time went on. In commerce, as in every thing else, the law of compensation works and any advantage that is temporarily given on one side, in course of time is rectified by some corresponding advantage gained by the other. In the same way a restricted output from the building yards would correct the present surplusage of tonnage. We learn

that very few tramp steamers are being built at the present time although the regular passenger cargo lines are giving orders. This should restore the equilibrium between supply and demand and serve to strengthen the position of those owners whose ships are not confined to any regular route. On the whole we judge from this circular that the outlook for shipping is hopeful. We sincerely trust that this is indeed the case and that prosperous times are ahead of the world's greatest industry.

SUBSIDIARY COINAGE.

CORRESPONDENTS have asked us upon what we based our assertion that the intrinsic value of the subsidiary coins issued by the Hongkong Government and by the Provincial mints was practically identical. Misconception on this important point still appears to exist so it may be worth while to give our authorities in extenso. On page 63 of the Appendix of the Annual Report lately issued by the Hongkong Chamber of Commerce, under the heading "Assays of Canton Mint New 20 Cent Pieces," is found the results of analyses made by Messrs Rutherford and Swire's Chemist and by the Government Analyst respectively. Messrs Rutherford and Swire's Chemist found that these tokens were 202.01 fine. The Government Analyst, as a result of four analyses found a fineness of 800.2. If those who believe that the Chinese subsidiary coins are inferior, and consequently intrinsically less valuable were to read paragraph 10 of a despatch sent by the late Governor to Lord Elgin they would find that Sir Matthew Nathan satisfactorily disposes of this theory. This despatch was published in "Correspondence on the subject of Hongkong Subsidiary Coins," which was laid upon the table of the Legislative Council at its last meeting. This is the portion of the paragraph pertinent to the present discussion:—"I may here mention that the millennial fineness of the Chinese coins is practically the same as ours, the mean result of analyses of 23 of these coins made by two different analysts being to show the presence of 800.08 parts of silver in 1000 parts of metal, the fineness of Hongkong coins as laid down by proclamation being 800." This seems sufficiently authoritative and conclusive. There is one matter in connection with this difficulty in regard to which we think that information in the possession of the Government should be made available. It has frequently been stated in reply to the assertion that British subsidiary coins were hard to obtain that as much as was required could be obtained from the Bank. Obviously it would be extremely interesting to know exactly what amount the Bank holds. This would be a useful aid when endeavouring to estimate the amount of Hongkong subsidiary coinage which is still outstanding. Some approximate knowledge of the kind would be essential if the Government took the heroic measure of offering to purchase its subsidiary coin at par. But we do not suppose for the moment that the Government contemplates anything of the kind. The immediate result would be beneficial. A British token in a British Colony would be worth its face value. But, as everyone who has an elementary knowledge of the subject knows, the tendency is for bad money to oust the good. Although intrinsically of similar value, ten Hongkong ten cent pieces could purchase a dollar 900 fine where by it would become a superior coin. The result would be obvious. Hongkong subsidiary coin would become scarcer and scarcer and our good friends at Canton would seize the opportunity to flood the Colony with fresh coinage, probably debased. Let us reiterate that the quickest way out is to appoint a Commission to consider all the panaceas which have been suggested and recommend the most efficacious.

Mr A. Griffith Boscowen contributes to the "National Review" an article vigorously condemning the British Government for granting the Transvaal Constitution, and indignantly upholding the policy of keeping the Chinese on the Rand. He talks about the "Chinese slavery" lie. "There never was a greater lie. Well fed, well housed, well paid, enjoying absolute liberty out of working hours, the Chinese on the Rand lead a life which skilled workers in any part of the world may well envy. A more contented, happy-looking, set of men I have never set eyes upon. You may see them any day, these slaves, riding bicycles along the Main Reef-road, wearing Panama hats, or driving about in Johannesburg in cabs. Their chief fear is that they will be sent home at once against their will." Since this article was written, General Botha has announced that he intends to repatriate all the Chinese as soon as possible. Consequently they will not be able any longer to ride about in cabs.

The obstinate refusal of Viceroy Shun Chun Hsen to take up his viceregal duties in the Kwong Province necessitates the appointment of a new man. The reappearance of His Excellency Chan Fik in the South in the capacity of Viceroy is therefore not unlikely. Chan has been recently before the public on more than one occasion. It may be remembered that while minister of the Board of Revenue last year, he was sent on a special mission to tour throughout the Empire to acquire information with a view to introducing reform in China's Currency. After inspecting the Canton Mint in the beginning of the year, he called at Hongkong when he was entertained by the native community, and the subsidiary coin question was discussed in length. He also examined the Mint at Fookien, and discovering corruption there, he had the Taitai (Ma) cashiered and degraded for embezzlement. When he returned to Peking, he was made President of the Board of Posts and Communications, vice Shun Chun Hsen, appointed to Canton. Chan is a native of Fookien, and although much advanced in years is still very active in public affairs.

An American paper, quoted by the Manila "Cablenews," while writing of the political situation in America says that Mr Hearst will almost certainly stand as an independent candidate for the Presidency. It considers that his desertion of the Democratic party will militate against his success in the southern states but adds:—"Still, it should be interesting down there when the Hearstites arrive in check-book array. Emisaries of Wall Street are already on the scene spying out and fertilizing the land. With the Hearstites trailing the Morgantines and the Ryanites, vice versa, no local politician with energy and gumption need be without ready money for months to come." We have but the faintest interest in Mr Hearst's fortunes but the calmness with which corruption is spoken of is worthy of notice. To state openly that no local politician need be without ready money presupposes a condition of political morality which is nothing less than terrible. The only inference that can be drawn is that the moral sense of politicians in America has become entirely perverted. And when a responsible American paper reports bribery without making any comment we are led to the suspicion that the moral sense of the press could stand improvement. Politics are not altogether clean in any country. But in most enlightened states corruption is very heavily punished. It is a gratifying thought that in no part of the British Dominions would it be possible for a newspaper to truthfully inform its readers that a huge campaign of corruption was about to commence.

Lieut.-Col. J. M. Reid, R.A.M.C., having returned from leave, has resumed his seat on the Sanitary Board.

A New York telegram of July 25 says: Henry Rogers, the well known Standard Oil official and copper manipulator, was stricken with paralysis to-day, at his office, on Broadway. He was conveyed to his home where he lies in a critical condition.

THE TROUBLE IN THE HEBRIDES.

"The British Government's Indifference."

LONDON, July 13. Sydney telegrams report that despite the prohibitions of the New Hebrides Convention, vessels under the French flag leave with arms and spirits for the islands. The legitimate trade is ruined and people engaged in commerce are disgusted by the British Government's indifference.

THE HONGKONG HOTEL COLLAPSE.

Another Body Recovered.

Coolies were hard at work to-day, under the direction of the police, removing the debris from Messrs Kuhn and Komor's show room. A stench arising from one corner led to operations being directed there and shortly before two o'clock another body was recovered. It was a Chinaman, but his head was so battered that recognition is practically impossible. Beyond the injuries to his head and a broken ankle apparently he was not otherwise injured, but from all appearances death was instantaneous. The body was found wedged in between the wall and the clerk's desk in Messrs Kuhn and Komor's office, and was within a yard or so of where the hole was made in the wall, through which one man was rescued.

LOCAL AND COAST NEWS.

H.M.S. Flora goes to Singapore for a relief crew on the 9th inst.

From the 1st day of the 7th moon the opium dens in Hankow will be closed.

A Tientsin message of July 24 says that Viceroy Yuan Shih-kai's illness is serious and he has been very weak lately.

According to the Manila "Cablenews" the Philippine Election on July 30 resulted in a popular victory for those who desire immediate independence of the Philippines.

Leave of absence (privilege leave) to the neighbouring countries on private affairs, has been granted to Major H. E. Lewis, 119th Infantry, from 10th August to 8th October.

Drummer Sundwall, sentenced to death at Singapore for the murder of Corporal Hurley, of the Royal West Kent Regt., has been reprieved. The sentence has been commuted to penal servitude for life.

Last night's CHINA MAIL was sold out, notwithstanding that provision was made for a rush. Those who have applied for extra papers will be able to have the news of the Hotel Collapse in the OVERLAND CHINA MAIL, published on Monday.

The Empress Dowager, being much impressed by the abdication of the Korean Emperor, has ordered the Grand Councilors to speedily carry out constitutional government in China, says a Peking wire of July 24.

The steamer Eastern (Capt. W. G. McArthur), reached port from Sydney to-day bringing a general cargo and a number of passengers. The steamer left Sydney on July 10. Crossing the China sea she experienced S.W. winds and sea, with frequent heavy squalls of wind and rain.

Russia has demanded a railway concession between the New Dominion of China and Kashgaria but the Chinese Government has strongly objected and has wired the Governor of the New Dominion to investigate the proposed line of the railway.

An Amoy message says that the Chinese gentry who are converts have meetings on Sundays when they play Chinese dominoes. Deputy Yang of Amoy and other officials have caused the said gentry to be arrested. The public has shown its indignation and foreign consuls are now negotiating with the Chinese authorities in the matter.

Tyram Tuk

The pumping plant at Tyram Tuk is now practically finished, though as yet it has not been found necessary to do any pumping. The buildings are not quite completed but the machinery is ready to commence work.

Land Office at Tai-po.

A new Land Office is to be erected at Tai-po, on the site of the old Administration Building, not far from the Police Station. A tender for the work has been accepted but building operations have not actually started.

Resuming Land.

An Arbitration Court, presided over by His Honour Mr. A. G. Wise, will be held shortly to determine the amount of compensation to be paid in respect of Lots No. 410, 417, 418, 422, 423, 452, 453, 454, 455, 456, 457 and a portion of 421 in New Kowloon Survey District No. 1. These lots are quite close to Kowloon city. The Hon. Mr. W. Chatham, C.M.G., is a member of the Arbitration Board.

Last Night's Storm.

Last night's storm, after the collapse of the Hongkong Hotel, gave rise to anxiety in many quarters, but beyond a number of broken windows, there appears to have been little damage, though many residents of the hotels in the city had their rest disturbed by the banging of window shutters and the sound of breaking glass. Many expected to find that portion of the Hongkong Hotel now shored up to be levelled to the ground but fortunately nothing of the sort happened.

SICKNESS COMES WHEN LEAST EXPECTED.

A LITTLE forethought may save you a good deal of trouble. Anyone who makes it a rule to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand, knows this to be a fact. For sale by all chemists and storekeepers.

BY TELEGRAPH.

MONARCHS MEET.

Tsar and Kaiser.

(Exclusive Service, supplied by Reuters, via Bombay.)
LONDON, August 3.

The Tsar and Mr. Swolsky are to meet the Kaiser and Prince Buelow at Swinemunde to-day.

King and Emperor.

King Edward VII, accompanied by the Rt. Hon. Sir Charles Hardinge, is to meet Emperor Francis Joseph of Austria-Hungary and M. Aehrenthal, at Ische, on the 15th inst.

CRICKET.

Another Win for Yorks.

(Exclusive Service, supplied by Reuters, via Bombay.)
LONDON, August 3.

Yorkshire has beaten Leicestershire, at Hull, by ten wickets.

HOME POLITICS.

A Liberal Victory.

(Exclusive Service, supplied by Reuters, via Bombay.)
LONDON, August 2.

The bye-election for the North-west Staffordshire seat, rendered necessary by the death of Mr Alfred Billson, resulted as follows:—

Mr Stanley (Liberal-Labour) 7985
Mr Twyford (Unionist) 5047

Majority for Mr Stanley 2889

[The voting at the last election was:—A. Billson (Liberal) 7987; Sir J. Heath (Conservative) 5557; majority for Billson, 2110.—Ed. C.M.]

THE HAGUE.

Nothing but Talk.

(Exclusive Service, supplied by Reuters, via Bombay.)
LONDON, August 2.

Endless talk is the order of the day at the Hague Conference.

Nothing is being done, for the impossibility of reconciling all views prevents progress on every subject.

TRouble IN MOROCCO.

LONDON, August 1.
News from Tangier says that three tribes have raided Casablanca, resisting the construction of the harbour works and tramways.

It is stated that five Frenchmen, two Italians, and one Spaniard have been killed and a number of workmen massacred. A German ship brought the survivors to Tangier.

BRITISH NAVY ESTIMATES.

LONDON, August 1.
The House of Commons has adopted the Navy Estimates, rejecting a Radical motion for a reduction, by 263 86.

RACING.

The Goodwood Cup.

LONDON, August 1.

1.—White Knight
2.—Madame Soubise
3.—Malva

THE MOTOR RACE.

LONDON, August 1.

Prince Borghese has arrived at St. Petersburg.

JAPAN IN KOREA.

LONDON, August 1.

The Japanese have disbanded the Korean army. Four Koreans were killed and wounded in the riots which followed the disbandment.

FOR A LAME BACK.

WHEN you have pains in the small of the back, dampen a piece of thick flannel slightly with Chamberlain's Pain Balm and bind it on over the seat of pain, and quick relief will follow. For sale by all chemists and storekeepers.

Shipping.

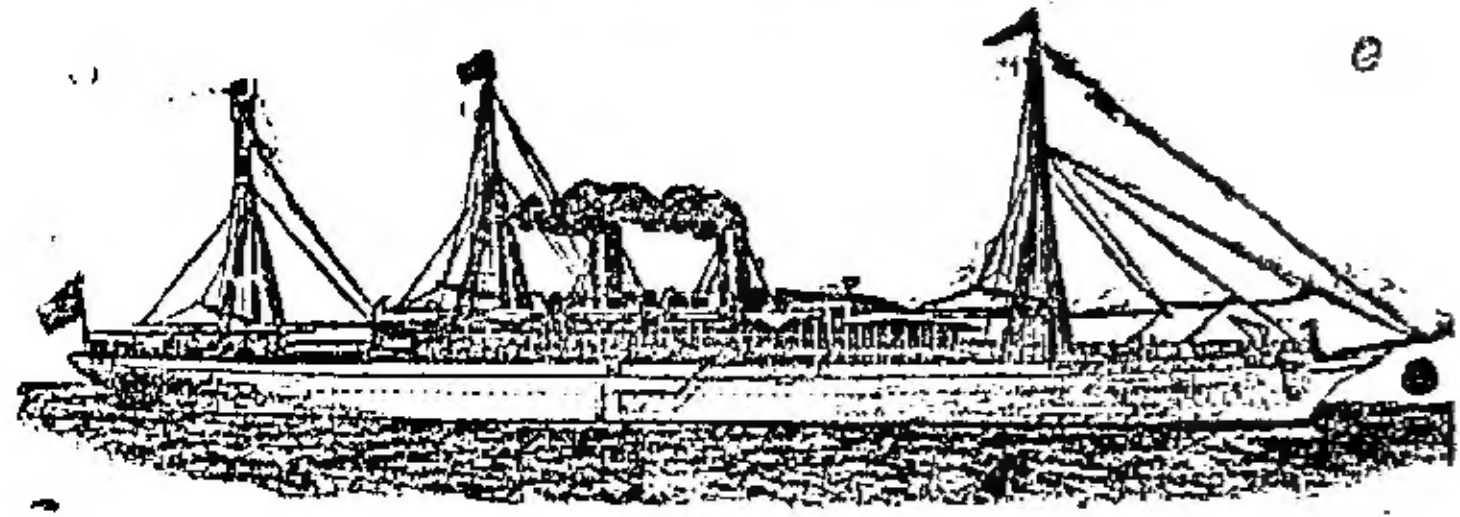
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, NAGASAKI, MOI, KORE AND YOKOHAMA	PALMA	About 8th August.	Freight only.
SHANGHAI	MARMORA	About 8th August.	Freight and Passage.
LONDON, via usual ports	DELHI	Noon, 10th August.	See Special Advertisement.
MARSEILLES, LONDON AND ANTWERP	SIMLA	About 14th August.	Freight and Passage.

E. A. HEWETT, Superintendent.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY-SPEED-PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule Service of 11 Days across the Pacific to the 'EMPIRE LINE.' SAVING 5 to 10 DAYS OCEAN TRAVEL. 11 DAYS YOKOHAMA to VANCOUVER.

18 DAYS HONGKONG to VANCOUVER.

STEAMERS	LEAVE HONGKONG	ARRIVE VANCOUVER
MONTEAGUE	WEDNESDAY, Aug. 14.	Sept. 7.
EMPEROR OF JAPAN	THURSDAY, Aug. 23.	Sept. 16.
TARTAR	WEDNESDAY, Sept. 11.	Oct. 5.
EMPEROR OF CHINA	THURSDAY, Sept. 20.	Oct. 14.
ATHENIAN	WEDNESDAY, Oct. 9.	Nov. 2.
EMPEROR OF INDIA	THURSDAY, Oct. 24.	Nov. 11.

THE Japanese route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at Quebec with the Company's new palatial 'EMPEROR' Steamships, 14,000 tons register. The through transit to Liverpool being 22 1/2 days from Yokohama, and 1/2 days from Hongkong.

Intermediate on Steamers: Via St. Lawrence £20. via New York £22. Intermediate on Steamers: £40. £42.

R.M.S. MONTEAGUE, TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passages, apply to D. W. CRADDOCK, General Traffic Agent for China, Corner Prince Street and Fava, Opposite Blaise Pier.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	HAKATA MARU, Capt. T. Mura, Tons 6161.	WEDNESDAY, 7th Aug., at Daylight.
	SADO MARU, Capt. Geo. Anderson, Tons 6227.	WEDNESDAY, 21st Aug., at Daylight.
VICTORIA, B.C. AND SEATTLE, via SHANGHAI, MOI, KOBE & YOKOHAMA.	TOSA MARU, Capt. R. Nagai, Tons 5833.	TUESDAY, 6th Aug., at Daylight.
	SHINANO MARU, Capt. K. Kawara, Tons 6388.	TUESDAY, 20th Aug., at Daylight.
SYDNEY AND MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	NIKKO MARU, Capt. R. Swain, Tons 5539.	FRIDAY, 8th Aug., at Noon.
	KUMANO MARU, Capt. N. Mathieson, Tons 5076.	Sept., at Noon.
BOMBAY, via SINGAPORE, PENANG, MADRAS AND COLOMBO.	WAKAMIYA MARU, Capt. T. Takeda, Tons 4421.	FRIDAY, 9th Aug., at Noon.
NAGASAKI, KOBE AND YOKOHAMA.	KUMANO MARU, Capt. N. Mathieson, Tons 5076.	WEDNESDAY, 7th Aug., at Noon.
KOBE AND YOKOHAMA.	IYO MARU, Capt. W. Thompson, Tons 6320.	SATURDAY, 10th Aug., at Daylight.

† Cargo only. * Calling at KIELING.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamship

MINNESOTA.

20,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG
AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

'MINNESOTA,' Captain C. F. AUGER. On SATURDAY, 19th October, at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent. Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and State rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of coastwise cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

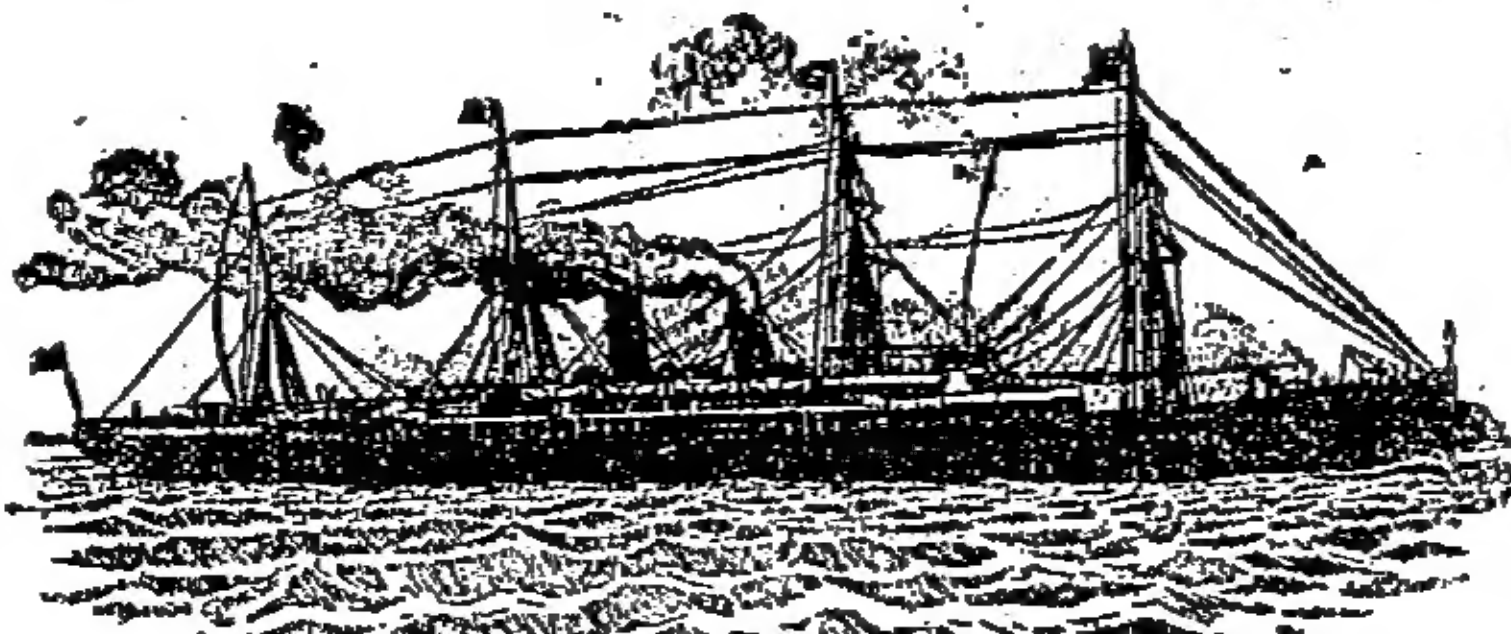
For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND ORIENTAL S.S. CO., TOYO KISEN KAISHA, U.S. MAIL LINES.

VIA HONOLULU, TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm SOUTHERN ROUTE across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMERS.	SAILING DATES.
* HONGKONG MARU 11,000 Tons.	TUESDAY, 6th Aug., at Noon.
* KOREA 18,000	FRIDAY, 16th Aug., at Noon.
* AMERICA MARU 11,000	SATURDAY, 24th Aug., at Noon.
* SIBERIA 18,000	SATURDAY, 31st Aug., at Noon.
* CHINA 10,200	SATURDAY, 7th Sept., at Noon.
* MANCHURIA 27,000	SATURDAY, 14th Sept., at Noon.
* NIPPON MARU 11,000	SATURDAY, 21st Sept., at Noon.
* ASIA 9,500	TUESDAY, 1st Oct., at Noon.
* PERSIA 9,000	FRIDAY, 11th Oct., at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco... KOREA, 18,000 tons, September 16-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu... SIBERIA, 18,000 tons, August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama... SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco... SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 20 minutes.

THE T.K.K. Steamship HONGKONG MARU will be despatched from Hongkong to SAN FRANCISCO, via SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on TUESDAY, the 6th August, 1907, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Navy, Military, Diplomatic and Civil Service, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, KEELUNG, MOI, KORE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	TONS.	CAPTAIN.	TO SAIL ON.
ARABIA	4483	MICHAELSEN	Aug. 7, at Noon.
ALESIA	5167	JOHN ERNET	Sept. 4, at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

CHINA NAVIGATION CO., LD.

FOR SWATOW AND SHANGHAI. Yochow to... August 4, at 9 a.m.
HONGHAI, PAKHOI & HAIPHONG. SINGAPORE to... August 5, Daylight.
MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE. CHINOTU to... August 5, at 4 p.m.

CEBU & ILOILO. KATONG to... August 6, at 4 p.m.
SWATOW, AMOY AND SHANGHAI. KATONG to... August 6, at 4 p.m.
MANILA. S.S. SALAZAR to... August 20, 1907.
S.S. POLYTHESON to... Sept. 3, 1907.
S.S. TOUTANE to... Sept. 17, 1907.
S.S. AUSTRALIAN to... Oct. 1, 1907.
S.S. NERVA to... Oct. 15, 1907.
S.S. YABRA to... Oct. 29, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, July 24, 1907. 1293

FOR NEW YORK.

(With liberty to call at the MALABAR COAST).

THE Steamship TUDOR PRINCE

Captain McDONALD, will be despatched for the above port on or about THURSDAY, the 15th August.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, July 22, 1907. 1188

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kansu, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship GLENFARG, 3500 tons.

Will be despatched for Callao Iquique, via Japan Ports (Kansu, Kobe & Yokohama), Middle of August, 1907. Passengers only.

Steamers Tons To Sail

KASATO MARU, 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yok Building, Hongkong, April 15, 1907. 621

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the MALABAR COAST).

S.S. ABERLOUR to sail 23rd August

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

Shipping.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL.
SAMARANG & SOURABAYA	ONSANG	MONDAY, Aug. 5, at Noon.
TIENSIN	CHEONGSHING	TUESDAY, Aug. 6, at 4 P.M.

REDUCED FARES TO STRAITS & CALCUTTA.

	Hongkong to Singapore 1st-Class Single	Return
Penang	85	130
Calcutta	165	250

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Chetco, Tientsin, Newchwang, and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., General Managers.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL.
NAPLES, GENOA, GIBRALTAR, SOUTH HAMPTON, ANTWERP AND HAMBURG	ZIETEN, Capt. F. Prosch.	WEDNESDAY, 14th August, at Noon.
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA	PRINZ EITEL FRIEDRICH, Capt. E. Malchow.	About WEDNESDAY, 14th August.
MANILA, NEWGUINEA, BRISBANE, SYDNEY AND MELBOURNE	PRINZ WALDEMAR, Capt. W. van Sonden.	THURSDAY, 15th August, at Noon.
YOKOHAMA AND KOBE	PRINZ SIGISMUND, Capt. D. Lenz.	FRIDAY, 23rd August.
KUDAT AND SANDAKAN	BORNEO, Capt. F. Sembill.	SATURDAY, 31st August, at 9 a.m.

For further Particulars, apply to

Norddeutscher Lloyd, MELOHRS & CO., General Agents, Hongkong & China.

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR	FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, AUSTRALIA, ADEN, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEE AND BLACK SEA PORTS	STRAITS, OCEYON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEE PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship TONKIN.

Captain MOUTON, will be despatched for MARSEILLES on TUESDAY, the 6th August, 1907, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports, and for Australia with prompt transshipment at Colombo.

Cargo also booked for principal places in Europe.

Next Sailings will be as follows:-

S.S. SALAZAR to... Aug. 20, 1907.

S.S. POLYTHESON to... Sept. 3, 1907.

S.S. TOUTANE to... Sept. 17, 1907.

S.S. AUSTRALIAN to... Oct. 1, 1907.

S.S. NERVA to... Oct. 15, 1907.

S.S. YABRA to... Oct. 29, 1907.

G. DE CHAMPEAUX, Agent.

Hongkong, July 24, 1907. 1293

FOR NEW YORK.

(With liberty to call at the MALABAR COAST).

THE Steamship TUDOR PRINCE

Captain McDONALD, will be despatched for the above port on or about THURSDAY, the 15th August.

For Freight, apply to ARNOLD, KARBURG & CO., Agents.

Hongkong, July 22, 1907. 1188

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG AND CALLAO AND IQUIQUE, via JAPAN PORTS (Kansu, Kobe and Yokohama).

With Option to Call at Mexico and other Coast Ports.

THE Steamship GLENFARG, 3500 tons.

Will be despatched for Callao Iquique, via Japan Ports (Kansu, Kobe & Yokohama), Middle of August, 1907. Passengers only.

Steamers Tons To Sail

KASATO MARU, 6100 End of Sept.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with steamers of the Pacific S.N. Co.

The above steamers have splendid accommodation and are fitted throughout with Electric Light. A duly qualified Surgeon is carried on each boat.

K. MATSUDA, Manager, Yok Building, Hongkong, April 15, 1907. 621

HONGKONG-NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With liberty to call at the MALABAR COAST).

S.S. ABERLOUR to sail 23rd August

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

SHEWAN, TOMES & CO., General Agents.

Shipping.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship POLYNESIAN.

Captain BRON, will be despatched for the above ports on or about MONDAY, the 5th August.

G. DE CHAMPEAUX, Agent.

Hongkong, July 22, 1907. 1231

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship HAIMUN.

Captain A. J. ROSSON, will be despatched for the above ports on TUESDAY, the 6th inst., at 2 p.m.

For Freight or Passage, apply to DOUGLAS, LARRAIK & Co., General Managers.

Hongkong, August 1, 1907. 1287

SOUTH AFRICAN LINE OF STEAMERS.

FOR DURBAN.

THE Steamship HELIOPOLIS.

Captain MARTIN, will be despatched for the above port on or about TUESDAY, the 20th August.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 25, 1907. 1211

NOTICES TO CONSIGNEES.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

NOTICE TO CONSIGNEES.

THE Steamship PRINZ-REGENT LUITPOLD.

having arrived, Consignees of Cargo are hereby informed that their Goods with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns and/or extra hazardous Godowns of the HONGKONG & KOWLOON WHARF AND GODOWN COMPANY, LIMITED, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before TUESDAY, the 30th of July, at 10 A.M.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th of August, will be subject to sale.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 6th of August, at 9.30 A.M.

All Claims must reach us before the 10th of August, 1907, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELOHRS & CO., Agents.

Hongkong, July 30, 1907. 1237

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship Fookang.

having arrived from the above ports Consignees of Cargo by Air are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m., the 30th inst., will be landed at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.

Hongkong, July 29, 1907. 1229

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S STEAMER PALMA.

FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGK

Printed and published for THE CHINA MAIL, Limited, by WILLIAM HENRY DONALD
at No. 5, Wyndham Street, Hongkong.